



THE WEEK IN MOTOR CIRCLES —WITH TRADE AND OWNER—



WILLYS SAYS 1916 WILL BREAK ALL RECORDS FOR ROAD BUILDING

President of Willys-Overland Company Asserts That Country is Stirred as Never Before in Question of Betterment of Road Conditions—Opposition to Good Roads Gradually Disappearing, According to Noted Manufacturer

Among those particularly interested in the outcome of many of the good roads bills now in the hands of various committees at Washington is John N. Willys, president of the Willys-Overland Company of Toledo, Mr. Willys always has been a staunch supporter of the good roads movement in this country and has contributed most generously towards its advancement.

In commenting upon the subject he was enthusiastic over the progress made throughout the United States in the last few years and gave it as his opinion that 1916 would break all records in the amount of good roads work accomplished.

"Judging by the numerous appropriations for good roads which are being considered by Congress and the different state legislatures, it would seem that 1916 will go down in history as a record year in the advancement of improved highways," says Mr. Willys.

"The whole country is stirred as never before relative to their great question of highway improvement. If there is anything in the world that a good citizen who loves his state and his civic or state pride delights in, it is to have the city and state reputation maintained."

"A commonwealth's reputation for enterprise, progress and all that goes to make it worth living for, is determined to a great extent by the character of its roads. And if these arteries, through which flow the business and pleasure life of a state are neglected, travel is diverted sooner or later to other channels and the chief sufferers are the townspeople and farmers who live along the neglected highway."

"Whenever a farmer loads his delivery car or wagon for market, he has in mind the road over which he has to travel. He knows that his worst hill or mud hole limits the stage of the load he can move. And because this is so, the maximum efficiency of a stretch of highway does not exceed the maximum load that a man can haul over the poorest spot in it."

Opposition Disappears.
"Most of the opposition to road improvement work, that at one time was almost universal among farmers, has disappeared now that the automobile

LOOK AFTER FENDERS NOW.

"Now that the summer is here and the heavier rains are over, it will be the tendency among auto owners and drivers to neglect the condition of the car fenders," says C. L. Almeida of the Auto Fender and Plumbing Co. "Like the leaky roof that doesn't need repairing when the sun is shining and can't be repaired when it is raining, so are motorists prone to put off having fenders repaired. When its dry weather a hole or so doesn't matter and when rainy, what there is left of the fenders is needed and can not be taken off nor the car tied up for this repair, so right now is the time for such work to be done."

Next to Marriage Purchase of Car Most Important

It has been said that next to getting married and buying a home the most important thing the average man does these days is to buy an automobile. The purchase of an automobile represents a large initial outlay for many men and is an event of tremendous importance to them. But others, who get what they want, when they want, and do not consider the cost very seriously, regard the whole affair from an entirely different angle.

"It is interesting to observe the contrast among buyers," declares E. E. Bodge of the von Hamm-Young Company. "Perhaps the two most exciting buyers I ever heard of were concerned more with the fittings of the car than with the motor matters. One of them, who purchased a limousine, insisted upon having two speedometers—one for the chauffeur on the instrument board and one for himself inside the body, so he could keep his eagle eye on it. And that was not all, for within easy reach there was also a button which sounded the warning signal. It was generally predicted at the time the old gentleman wouldn't keep a chauffeur very long if he insisted upon sounding his private signal every time he suspected there was danger. Sure enough, such was the case."

"Then there was the man who bought a chassis. He wanted a body that would gracefully carry a much prized trunk on the rear. He sent the trunk, a most peculiarly shaped affair, worth probably \$50, so that he could have an expensive body built around it. He said he could not bear to part with the trunk, which he had used on another car for over a year."

CARE IN DETAIL ADDS MUCH FOR MOTOR COMFORT

Cadillac a Good Example of Lesser Features Arranged for Greater Ease of Owner

How much the arrangements of lesser features can be made to contribute to the greater comfort of those driving and riding in a motor car is shown in the Cadillac Eight. These details are sometimes considered to be of minor importance. Yet in several instances the Cadillac designers, by intelligently handling these features, have made them real elements in adding to the convenience of driver and passengers.

Auxiliary tonneau seats in the Cadillac Eight, for example, occupy absolutely no space when not in actual use. When folded they disappear entirely into pockets in the back of the front seat, which presents a smooth surface. Entrance and exit are not impeded in the slightest, and the passengers in the rear have use of all the tonneau space. The auxiliary seats, both when folded and when in place, present nothing which is apt to catch and tear women's and children's clothing. At night, a small electric light in the back of the front seat illuminates the curb side of the tonneau entrance.

Storm curtains are carried in neat pockets on the underside of the top. They are permanently attached to the top, always ready for use. When released they fall into place as they are to be attached, and this is readily done without leaving the car to sort out curtains in a downpour of rain, and without disturbing the passengers to fumble under the seats for the curtains.

Another one of the innovations inaugurated by the Cadillac is to be seen in its steering wheel. Instead of the conventional type, attached rigidly in position, the Cadillac steering wheel is hinged to swing out of the way. This permits entrance and exit at either right or left side of the car, as the control levers are so positioned that they do not obstruct the passage from one side of the car to the other. This hinged steering wheel is also a boon to the corpulent driver, who can take his seat comfortably without squeezing himself and then raise the wheel to normal position.

Among the several gauges, meters, etc., now in use, the speedometer is one which should be easily and quickly read. The Cadillac speed indicator is set in the instrument board directly in line with the driver's vision so that he can see it without moving his head and scarcely needs take his eyes off the road.

Gil Anderson, speedway champion of 1915, may be a teammate of Johnny Aitken and may drive one of the Peugeot cars owned by the Indianapolis motor speedway, or he may take the place made vacant by the death of Bob Burman and drive the Premier racing car that was built for Burman. At any rate, Anderson has evidently determined that Harry Stutz is in earnest in retiring from racing and that it will do him no good to stick to Stutz, and so has severed his connection with the manufacturer.

THE LURE OF THE ROAD.

By Lucille S. Campbell.

Have you felt the lure of the long, white road?

It is haunting me day and night.

Like a phantom thing,

It seems to sing

And dance before my sight.

Have you spent a day in the open air,

On the trail of nothing at all?

For a whole long day,

Just on your way,

Pursuing the silent call.

Do you know the road to the happy land,

Where the time is marked by miles?

Oh, the path is white,

The sun is bright,

And the world is full of smiles.

Are you thrilled with a strange delight

When you ride in the dewy moon?

In the western skies

A pale moon dies,

While a joyous day is born.

Do you count the time 'till the silent snow

Melts into whispering spring?

"Up, up and away,"

It seems to say,

"The lure of the road I bring."

OH! HERE IS A JOY RIDE.

The Lima Automobile Club, Lima,

O., has secured permission for motor cars to be driven through the cemetery in that city, a privilege which has been denied by the managers heretofore.

WAY TO MORE MILEAGE FOR MAN WHO OWNS AND DRIVES AN AUTO

First of a Series of 24 Articles on Tire Conditions That Owners Should Know

Tires, like the engine or other parts of a car, require a reasonable amount of attention and care if the owner expects to secure the best results. There have been many refinements in the construction of tires and those built with quality for a base are very dependable; in fact, the motorist ordinarily places so much confidence in the tire equipment, sometimes unconsciously, that the tires do not receive the frequent inspection and attention that is considered necessary for the car.

Should the engine overheat and the bearings burn out, due to lack of lubrication, the result would not be considered an evidence of mechanical error; it would be properly chargeable to oversight and neglect.

It is not always possible to avoid stones and other sharp objects, ruts and severe road conditions, and we shall not attempt to define certain rules or offer impracticable suggestions to be followed in using tires. It is the privilege of the purchaser of a tire to use same according to his own ideas, but we believe that with more information relative to tire conditions, and with frank, friendly advice regarding the causes, remedies, etc., it will be possible, in many instances, to increase the service and decrease the annoyance and expense. Quality alone, whether it pertains to tires or car, will insure the greatest efficiency.

but a combination of quality and proper care will result in satisfactory service at a low cost of maintenance.

KING BUYS SECOND KNIGHT.

King Alfonso of Spain has ordered his second Willys-Knight touring car through the ambassador at Washington. It is to be shipped immediately to the royal palace at Madrid from the Toledo factory.

A quarterly dividend of \$1.50 per share was declared on the stock of the Miami Copper Co.

PACKARD PREPAREDNESS.

The War Department ordered 27 Packard war trucks by telephone at 5 o'clock Monday afternoon, March 20. Twenty-two hours later a special train of 14 steel freight cars and a Pullman left the factory shipping dock for the Mexican border. Aboard were the trucks, tested and approved by government inspectors. In the Pullman were 33 expert mechanics and drivers recruited from the Packard shops. An emergency shift of workmen labored all through Monday night to make the trucks right and ready for Uncle Sam.

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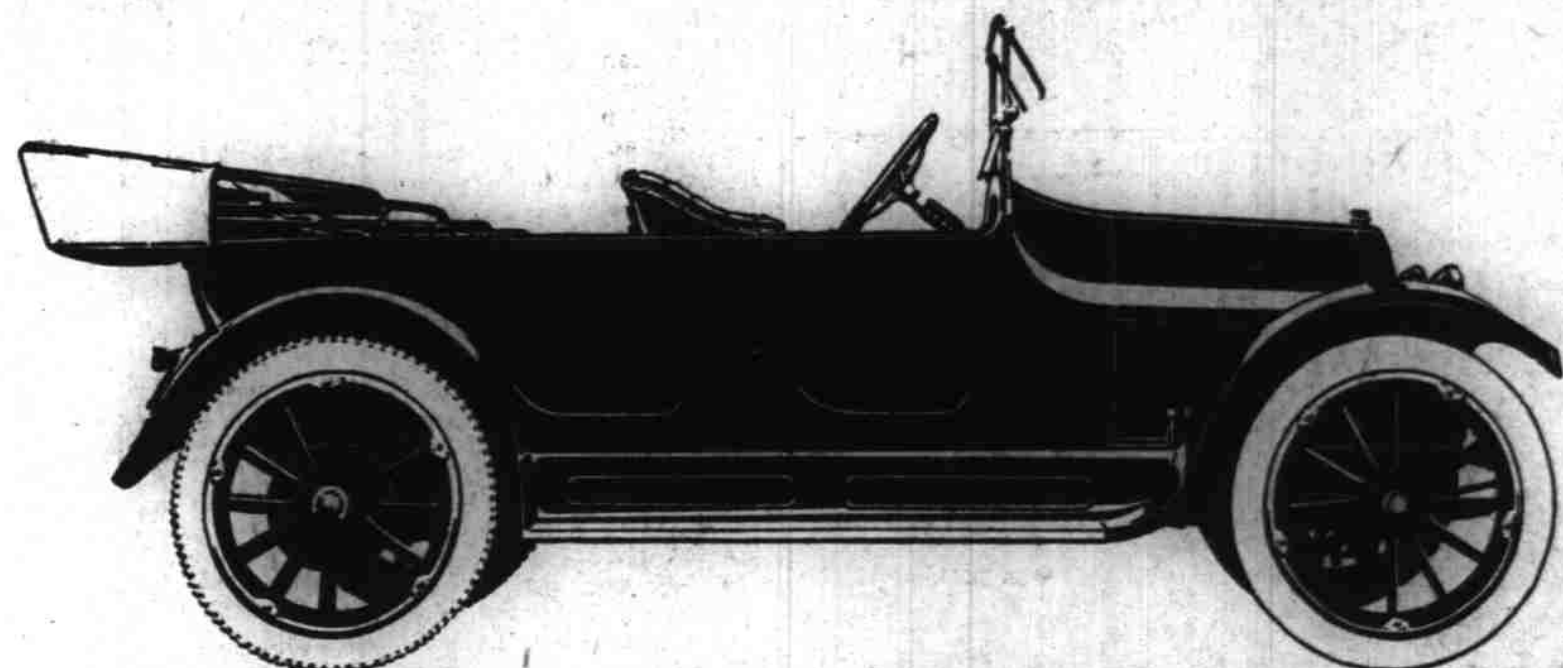
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